

MILWAUKEE DAILY SENTINEL.

VOLUME XIV--NEW SERIES.

THE DAILY SENTINEL.

KING, JERMAIN & CO.,
PUBLISHERS AND PROPRIETORS.

KELUS KING, T. D. JERMAIN, H. BRIGHTMAN

FRIDAY MORNING, SEPT. 4.

REPUBLICAN NOMINATEE
FOR GOVERNOR.

ALEXANDER W. RANDALL,
Of Milwaukee.

FOR LIEUT. GOVERNOR.

CHARLES SCHURZ, of Jefferson.

FOR SECRETARY OF STATE.

JOHN L. V. THOMAS, of Rock.

FOR STATE TREASURER.

SAMUEL D. HASTINGS, of La Crosse.

FOR ATTORNEY GENERAL.

MORTIMER M. JACKSON, of Iowa.

ADVERTISERS.

Our 5th Annual Advertising Circular
will be published in the next issue.

See our Circular for the names of
the principal advertisers.

Advertisers appearing in the local papers
will be entered at 25 cents per line for the first 15 lines, and
at each subsequent insertion.

THE DAILY SENTINEL'S DIRECTORY.

Railroads.

Leads.

Arrivals.

Departures.

Dr. FRANKLIN, as a member of the Continental Congress, represented a Slave State. Dr. FRANKLIN, as a member of the Convention which issued the Declaration of Independence, was a delegate from a Slave State. Dr. FRANKLIN was a member of the Convention which formed the Constitution of the United States.

The above is the material portion of an article from the *Merqueta Zepora*, in reply to a paragraph in our paper, some time since, alluding to the sentiments of Dr. FRANKLIN, in a document addressed to the old Congress, that "Equal Liberty was the birthright of all men."

Suppose we grant that Dr. FRANKLIN was all that the *Express* alleges. Knowing the facts in the case, so far from justifying the conclusion made by our contemporary, his position, as a slaveholder and yet asking that measures be taken to abolish slavery, only places him with all the other leading worthies of the Revolutionary time, as haters of the institution, and desiring to be rid of it. It is certain as that the battle of Bunker Hill was fought, that Washington, Jefferson, Franklin, and all of the leading founders of our Government, and that all our action shall be pointed toward settling that Government in a legitimate manner at once.

The Delegate Convention took like action, and passed the following resolution:

Resolved, That this Convention recommends to the citizens of each voting precinct in the Territory, that they choose a Committee of Safety, to be responsible for all the public safety, and if any are refused, the reason for such refusal; and that the citizens present in sufficient numbers to protect the Committees.

Concerning the result, the *Advertiser* says:

"Ordinary reasoning from such premises as the *Express* presents, would perhaps justify the conclusion that Franklin could not have referred to negroes, in claiming for all men the birthright of liberty; but in view of the fact that the old patriot used the phrase to enforce his argument for the abolition of African Slavery, we have a right to go further, and presume that neither he, nor Jefferson, made any reservation of black men in their noble Declaration of the Rights of Humanity.

That Declaration, by the way, did not say that all men were "free and equal"; but what it did say makes our case stronger. It declared that "all men were created equal," namely, "endowed with certain inalienable rights," and among these was "liberty." They made no exception as to negroes, in their Bill of Rights. They were engaged in a struggle for political freedom; and when that was won, they took the first step towards gradual emancipation, by prohibiting the introduction into the country of more slaves; expecting ultimate freedom to follow speedily.

The monstrous doctrine for which the South now contends, that Slavery is a blessing to be extended and perpetuated, would have been scouted by those old patriots, if anybody had been bold enough to advance it.

The PARTAY DUTIES OF DEMOCRATIC OFFICERS.—The *News* of yesterday devotes another column to this interesting topic, and "touches up" the Democratic Postmasters with its official list, for not being more active in suppressing "Black Republican" papers and circulating them only which preach genuine democracy. These delinquent officials are reminded that Gen. JACKSON diminished his first cabinet for neglect of their "particular duties," and very clearly given them to understand that they will get their walking papers from Mr. BUCHANAN, if they do not come up to the work.

A CALL FOR UNION AND HARMONY.—The Portage City *Advertiser* endorses the Democratic nominations, and extends a cordial invitation to that party to do their best in the premises. It says:

"We earnest for this ticket, the united support of all Wisconsin 'Democrats.' We want to see our opponents at last be defeated, that your party was not united. Let each and every one of you 'bear the Cross,' with as much meekness as possible, give your ticket a long pull, a strong pull, and be flogged altogether."

It would be vain to attempt to convey an adequate idea of Mr. Parrot's eloquence and powers as a debater, and of the effect produced by his discussion with Lane—the first of the kind which had taken place in the Territory. It is to be regretted that such discussions are not more frequent, particularly when the administration has such a champion as Mr. Parrot. *Cor. Wash.* *Union.*

Mr. PARROT, who is thus officially proclaimed in the *Washington Union*, as the "champion" of the Administration, is a prominent New York Know-Nothing and accompanist Gov. WALKER to Kansas. He is laboring in loving concord with the Missouri "Blue Lodges," Gov. WALKER & Co., to deliver over Kansas into the possession of the pro-slavery Democracy.

More COOLIES.—The Winnebago County Democrat heralds the burston ticket under protest. It says:

"We strongly endorse all the ticket, except the Coolies, for Governor. But we do not, and every one of you 'bear the Cross,' with as much meekness as possible, give your ticket a long pull, a strong pull, and be flogged altogether."

It would be vain to attempt to convey an adequate idea of Mr. Parrot's eloquence and powers as a debater, and of the effect produced by his discussion with Lane—the first of the kind which had taken place in the Territory. It is to be regretted that such discussions are not more frequent, particularly when the administration has such a champion as Mr. Parrot. *Cor. Wash.* *Union.*

THE BOUNDARY-REFUGIANT IN KANSAS.—The correspondent of the St. Louis *Democrat* gives the following particulars of the mob at Atchison which prevented Gen. LANE from addressing the Convention at that place recently:

"A mob, I might say, this morning, the pro-slavery in Atchison began to show manifestations of a determination to break up the convention, and to prevent Lane from speaking, by force."

They assembled in crowds, and formed into companies, and rifles, and swords, and bayoneted their revolvers, and formed a line, threatening to shoot or hang Lane if he would make his appearance in the town.

One of them had a rope about his waist, with which he threatened to hang Lane if he could not speak.

One who had rifles said they would "draw on Jim Lane at first sight." But the St. Louis *Democrat* did not make his appearance; he drove to within a half a mile of the town, when he met some of his friends, and they prevented him from getting into the town, and the regiments were dispersed, and to their great joy, he was safe.

They then took the road to the convention, and when they got there, they had to wait for the arrival of the other regiments, and then they were to be taken at the next. Winnebago Assegs against the Great Western Railway and the Desjardins Canal Company. We have repeatedly called the attention of parties interested to the risky condition of the bridge, but the only answer we get is, 'We are safe.' The bridge is still standing, and is repeatedly condemned by competent engineers, and the public are in a state of alarm, and are daily apprehended that it will give way, and that the town will be inundated.

THE TOWN OF NAPOLON.—Louis Napoleon has purchased the site of the tomb of his uncle, at St. Helena, for \$30,000, and Longwood, the farm on which the Emperor's last days were passed for \$10,000. A commission was expected soon to arrive for the purpose of putting Longwood in complete order, and decorating the grounds. A monument is to be erected over the tomb."

THE BOUNDARY-REFUGIANT IN KANSAS.—The correspondent of the St. Louis *Democrat* gives the following particulars of the mob at Atchison which prevented Gen. LANE from addressing the Convention at that place recently:

"A mob, I might say, this morning, the pro-slavery in Atchison began to show manifestations of a determination to break up the convention, and to prevent Lane from speaking, by force."

They assembled in crowds, and formed into companies, and rifles, and swords, and bayoneted their revolvers, and formed a line, threatening to shoot or hang Lane if he would make his appearance in the town.

One of them had a rope about his waist, with which he threatened to hang Lane if he could not speak.

One who had rifles said they would "draw on Jim Lane at first sight." But the St. Louis *Democrat* did not make his appearance; he drove to within a half a mile of the town, when he met some of his friends, and they prevented him from getting into the town, and the regiments were dispersed, and to their great joy, he was safe.

They then took the road to the convention, and when they got there, they had to wait for the arrival of the other regiments, and then they were to be taken at the next. Winnebago Assegs against the Great Western Railway and the Desjardins Canal Company. We have repeatedly called the attention of parties interested to the risky condition of the bridge, but the only answer we get is, 'We are safe.'

They then took the road to the convention, and when they got there, they had to wait for the arrival of the other regiments, and then they were to be taken at the next. Winnebago Assegs against the Great Western Railway and the Desjardins Canal Company. We have repeatedly called the attention of parties interested to the risky condition of the bridge, but the only answer we get is, 'We are safe.'

They then took the road to the convention, and when they got there, they had to wait for the arrival of the other regiments, and then they were to be taken at the next. Winnebago Assegs against the Great Western Railway and the Desjardins Canal Company. We have repeatedly called the attention of parties interested to the risky condition of the bridge, but the only answer we get is, 'We are safe.'

They then took the road to the convention, and when they got there, they had to wait for the arrival of the other regiments, and then they were to be taken at the next. Winnebago Assegs against the Great Western Railway and the Desjardins Canal Company. We have repeatedly called the attention of parties interested to the risky condition of the bridge, but the only answer we get is, 'We are safe.'

They then took the road to the convention, and when they got there, they had to wait for the arrival of the other regiments, and then they were to be taken at the next. Winnebago Assegs against the Great Western Railway and the Desjardins Canal Company. We have repeatedly called the attention of parties interested to the risky condition of the bridge, but the only answer we get is, 'We are safe.'

They then took the road to the convention, and when they got there, they had to wait for the arrival of the other regiments, and then they were to be taken at the next. Winnebago Assegs against the Great Western Railway and the Desjardins Canal Company. We have repeatedly called the attention of parties interested to the risky condition of the bridge, but the only answer we get is, 'We are safe.'

They then took the road to the convention, and when they got there, they had to wait for the arrival of the other regiments, and then they were to be taken at the next. Winnebago Assegs against the Great Western Railway and the Desjardins Canal Company. We have repeatedly called the attention of parties interested to the risky condition of the bridge, but the only answer we get is, 'We are safe.'

They then took the road to the convention, and when they got there, they had to wait for the arrival of the other regiments, and then they were to be taken at the next. Winnebago Assegs against the Great Western Railway and the Desjardins Canal Company. We have repeatedly called the attention of parties interested to the risky condition of the bridge, but the only answer we get is, 'We are safe.'

They then took the road to the convention, and when they got there, they had to wait for the arrival of the other regiments, and then they were to be taken at the next. Winnebago Assegs against the Great Western Railway and the Desjardins Canal Company. We have repeatedly called the attention of parties interested to the risky condition of the bridge, but the only answer we get is, 'We are safe.'

They then took the road to the convention, and when they got there, they had to wait for the arrival of the other regiments, and then they were to be taken at the next. Winnebago Assegs against the Great Western Railway and the Desjardins Canal Company. We have repeatedly called the attention of parties interested to the risky condition of the bridge, but the only answer we get is, 'We are safe.'

They then took the road to the convention, and when they got there, they had to wait for the arrival of the other regiments, and then they were to be taken at the next. Winnebago Assegs against the Great Western Railway and the Desjardins Canal Company. We have repeatedly called the attention of parties interested to the risky condition of the bridge, but the only answer we get is, 'We are safe.'

They then took the road to the convention, and when they got there, they had to wait for the arrival of the other regiments, and then they were to be taken at the next. Winnebago Assegs against the Great Western Railway and the Desjardins Canal Company. We have repeatedly called the attention of parties interested to the risky condition of the bridge, but the only answer we get is, 'We are safe.'

They then took the road to the convention, and when they got there, they had to wait for the arrival of the other regiments, and then they were to be taken at the next. Winnebago Assegs against the Great Western Railway and the Desjardins Canal Company. We have repeatedly called the attention of parties interested to the risky condition of the bridge, but the only answer we get is, 'We are safe.'

They then took the road to the convention, and when they got there, they had to wait for the arrival of the other regiments, and then they were to be taken at the next. Winnebago Assegs against the Great Western Railway and the Desjardins Canal Company. We have repeatedly called the attention of parties interested to the risky condition of the bridge, but the only answer we get is, 'We are safe.'

They then took the road to the convention, and when they got there, they had to wait for the arrival of the other regiments, and then they were to be taken at the next. Winnebago Assegs against the Great Western Railway and the Desjardins Canal Company. We have repeatedly called the attention of parties interested to the risky condition of the bridge, but the only answer we get is, 'We are safe.'

They then took the road to the convention, and when they got there, they had to wait for the arrival of the other regiments, and then they were to be taken at the next. Winnebago Assegs against the Great Western Railway and the Desjardins Canal Company. We have repeatedly called the attention of parties interested to the risky condition of the bridge, but the only answer we get is, 'We are safe.'

They then took the road to the convention, and when they got there, they had to wait for the arrival of the other regiments, and then they were to be taken at the next. Winnebago Assegs against the Great Western Railway and the Desjardins Canal Company. We have repeatedly called the attention of parties interested to the risky condition of the bridge, but the only answer we get is, 'We are safe.'

They then took the road to the convention, and when they got there, they had to wait for the arrival of the other regiments, and then they were to be taken at the next. Winnebago Assegs against the Great Western Railway and the Desjardins Canal Company. We have repeatedly called the attention of parties interested to the risky condition of the bridge, but the only answer we get is, 'We are safe.'

They then took the road to the convention, and when they got there, they had to wait for the arrival of the other regiments, and then they were to be taken at the next. Winnebago Assegs against the Great Western Railway and the Desjardins Canal Company. We have repeatedly called the attention of parties interested to the risky condition of the bridge, but the only answer we get is, 'We are safe.'

They then took the road to the convention, and when they got there, they had to wait for the arrival of the other regiments, and then they were to be taken at the next. Winnebago Assegs against the Great Western Railway and the Desjardins Canal Company. We have repeatedly called the attention of parties interested to the risky condition of the bridge, but the only answer we get is, 'We are safe.'

They then took the road to the convention, and when they got there, they had to wait for the arrival of the other regiments, and then they were to be taken at the next. Winnebago Assegs against the Great Western Railway and the Desjardins Canal Company. We have repeatedly called the attention of parties interested to the risky condition of the bridge, but the only answer we get is, 'We are safe.'

They then took the road to the convention, and when they got there, they had to wait for the arrival of the other regiments, and then they were to be taken at the next. Winnebago Assegs against the Great Western Railway and the Desjardins Canal Company. We have repeatedly called the attention of parties interested to the risky condition of the bridge, but the only answer we get is, 'We are safe.'

They then took the road to the convention, and when they got there, they had to wait for the arrival of the other regiments, and then they were to be taken at the next. Winnebago Assegs against the Great Western Railway and the Desjardins Canal Company. We have repeatedly called the attention of parties interested to the risky condition of the bridge, but the only answer we get is, 'We are safe.'

They then took the road to the convention, and when they got there, they had to wait for the arrival of the other regiments, and then they were to be taken at the next. Winnebago Assegs against the Great Western Railway and the Desjardins Canal Company. We have repeatedly called the attention of parties interested to the risky condition of the bridge, but the only answer we get is, 'We are safe.'

They then took the road to the convention, and when they got there, they had to wait for the arrival of the other regiments, and then they were to be taken at the next. Winnebago Assegs against the Great Western Railway and the Desjardins Canal Company. We have repeatedly called the attention of parties interested to the risky condition of the bridge, but the only answer we get is, 'We are safe.'

They then took the road to the convention, and when they got there, they had to wait for the arrival of the other regiments, and then they were to be taken at the next. Winnebago Assegs against the Great Western Railway and the Desjardins Canal Company. We have repeatedly called the attention of parties interested to the risky condition of the bridge, but the only answer we get is, 'We are safe.'

They then took the road to the convention, and when they got there, they had to wait for the arrival of the other regiments, and then they were to be taken at the next. Winnebago Assegs against the Great Western Railway and the Desjardins Canal Company. We have repeatedly called the attention of parties interested to the risky condition of the bridge, but the only answer we get is, 'We are safe.'

They then took the road to the convention, and when they got there, they had to wait for the arrival of the other regiments, and then they were to be taken at the next. Winnebago Assegs against the Great Western Railway and the Desjardins Canal Company. We have repeatedly called the attention of parties interested to the risky condition of the bridge, but the only answer we get is, 'We are safe.'

They then took the road to the convention, and when they got there, they had to wait for the arrival of the other regiments, and then they were to be taken at the next. Winnebago Assegs against the Great Western Railway and the Desjardins Canal Company. We have repeatedly called the attention of parties interested to the risky condition of the bridge, but the only answer we get is, 'We are safe.'

They then took the road to the convention, and when they got there, they had to wait for the arrival of the other regiments, and then they were to be taken at the next. Winnebago Assegs against the Great Western Railway and the Desjardins Canal Company. We have repeatedly called the attention of parties interested to the risky condition of the bridge, but the only answer we get is, 'We are safe.'

They then took the road to the convention, and when they got there, they had to wait for the arrival of the other regiments, and then they were to be taken at the next. Winnebago Assegs against the Great Western Railway and the Desjardins Canal Company. We have repeatedly called the attention of parties interested to the risky condition of the bridge, but the only answer we get is, 'We are safe.'

They then took the road to the convention, and when they got there, they had to wait for the arrival of the other regiments, and then they were to be taken at the next. Winnebago Assegs against the Great Western Railway and the Desjardins Canal Company. We have repeatedly called the attention of parties interested to the risky condition of the bridge, but the only answer we get is, 'We are safe.'

They then took the road to the convention, and when they got there, they had to wait for the arrival of the other regiments, and then they were to be taken at the next. Winnebago Assegs against the Great Western Railway and the Desjardins Canal Company. We have repeatedly called the attention of parties interested to the risky condition of the bridge, but the only answer we get is, 'We are safe.'

They then took the road to the convention, and when they got there, they had to wait for the arrival of the other regiments, and then they were to be taken at the next. Winnebago Assegs against the Great Western Railway and the Desjardins Canal Company. We have repeatedly called the attention of parties interested to the risky condition of the bridge, but the only answer we get is, 'We are safe.'

They then took the road to the convention, and when they got there, they had to wait for the arrival of the other regiments, and then they were to be taken at the next. Winnebago Assegs against the Great Western Railway and the Desjardins Canal Company. We have repeatedly called the attention of parties interested to the risky condition of the bridge, but the only answer we get is, 'We are safe.'

They then took the road to the convention, and when they got there, they had to wait for the arrival of the other regiments, and then they were to be taken at the next. Winnebago Assegs against the Great Western Railway and the Desjardins Canal Company. We have repeatedly called the attention of parties interested to the risky condition of the bridge, but the only answer we get is, 'We are safe.'

They then took the road to the convention, and when they got there, they had to wait for the arrival of the other regiments, and then they were to be taken at the next. Winnebago Assegs against the Great Western Railway and the Desjardins Canal Company. We have repeatedly called the attention of parties interested to the risky condition of the bridge, but the only answer we get is, 'We are safe.'

INSURANCE.

THE DAILY SENTINEL.

ETHA FIRE INSURANCE CO. OF HARTFORD, CONN.

"The First of the Ins. Companies of America."

INCORPORATED A. D. 1819.

INCREASED CAPITAL.....\$1,000,000.

CASH ASSESS. July 1st, 1857.....\$142,000.

T. K. BRACE, Pres't. G. E. KIRLEY, Vice Pres't.

J. H. BENNETT, General Agent, Cincinnati, Ohio.

Board of Directors.

T. K. Brace, Pres't. J. Church, Sec'y.

E. G. Sibley, T. A. Alexander.

E. Flower, T. A. Alexander.

H. G. Pratt, T. A. Alexander.

A. J. Dunham, D. H. Hart.

T. S. Ward, G. F. Davis.

W. HENRY HOLLAND, Agent.

No. 19 Newhall House, Michigan Street.

HARTFORD FIRE INSURANCE CO., OF HARTFORD, CONNECTICUT.

INCORPORATED A. D. 1810.

Capital increased July 1st, 1857, to \$300,000.

Cash Assess. \$18,800.

H. HUNTINGTON, Pres't. C. B. HOWKINS, Sec'y.

G. G. LYMAN, Ass't Sec'y.

D. ALEXANDER, Gen'l Agent, Columbus, Ohio.

Directors.

H. Huntington, Calvin Day, John Atkin.

James Gould, T. A. Alexander.

Chas. Howell.

W. HENRY HOLLAND, Agent.

No. 19 Newhall House, Michigan Street.

MILWAUKEE.

HOLLAND'S FIRE, MARINE AND LIFE INSURANCE AGENCY.

Offices, Newhall House, Michigan Street,

MILWAUKEE, WISCONSIN.

Hartford Fire Ins. Co., Hartford, Conn.

Offices and Agents, 111 H. L. Huntington, Pres't.

D. ALEXANDER, Gen'l Agent.

Manhattan Fire Insurance Company.

No. 65 Wall Street, New York.

Cash Capital.....\$1,000,000.

A. H. ST. JAMES, Sec'y. Wm. F. PALMER, Pres't.

Lamont Fire Insurance Company.

Office No. 65 Wall Street, New York.

Cash Capital.....\$1,000,000.

R. ST. JAMES, Sec'y. B. KNAAP, Vice Pres't.

Northern Ins. Co., Oswego, N. Y.

Cash Capital.....\$100,000, with a large surplus.

B. KUDLOW, Sec'y.

City Fire Ins. Co., of Hartford, Conn.

Offices, Newhall House, Michigan Street,

MILWAUKEE, WISCONSIN.

UNITED STATES MARINE & FIRE INSURANCE CO., MILWAUKEE, WISCONSIN.

Capital.....\$500,000. Paid in.....\$500,000.

J. A. HEDDEN, Pres't. & F. D. CONGDON, Pres't.

J. A. HEDDEN, Sec'y. H. D. CONGDON, Pres't.

S. C. WOOD, Sec'y. H. D. CONGDON, Pres't.

H. L. ALMERS, Attorney.

W. H. PALMER, General Agent.

45 Wall Street.

TWELFTH ANNUAL REPORT.

or the

NEW YORK LIFE INSURANCE CO.

Amount of Assets, Jan. 1, 1856.....\$1,059,000.

Amount of Premiums Received, same date.....\$485,868.91.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Expenses and Accrued Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....50,000.00.

Amount of Premiums Received, and accrued during the year, ending Jan. 1, 1857.....5

MILWAUKEE BUSINESS DIRECTORY.

THE FOLLOWING LIST OF BUSINESSES AND MANUFACTURING ESTABLISHMENTS ARE AMONG THE MOST FAMOUS IN THEIR RESPECTIVE LINES OF BUSINESS.

G. W. HAWES' COLUMN.

Wines, Brandies and Gums—Wholesale.

W. HOYT.

Wholesale Dealer in Imported Brandies, Wines, Liquors, &c.

BRANDIES, WINES, LIQUORS, &c.

Double-necked White Wine Bottles had at the lowest rates.

Gloves, Mittens, Handbags, &c. — Wholesale.

EMANUEL SAUER.

Manufacturers and Retail Dealer in Glass Caps, and Superdome.

WORTHINGTON & MARSHALL,

OFFICE.

No. 205 East Water St.

MILWAUKEE & HORICON R. R.

RAILROADS.

LA CROSSE & MILWAUKEE R. R.

RAILROAD & STEAMBOAT LINE.

MILWAUKEE, — WISCONSIN.

J. C. is Commissioner of Deeds for all the States.

GEORGE STARKWEATHER, Aug 10, 1850.

RAILROADS.

A. W. RANDALL.

ATTORNEY AT LAW.

No. 6 Albany Buildings.

LEE & KINNARD.

BANKERS & LAND AGENTS.

NO. 105 East Water Street.

W. H. COOPE.

Manufacturers and Wholesale and Retail Dealer in Glass Caps, and Superdome.

WORTHINGTON & MARSHALL,

OFFICE.

No. 205 East Water St.

MILWAUKEE & HORICON R. R.

RAILROADS.

LA CROSSE & MILWAUKEE R. R.

RAILROAD & STEAMBOAT LINE.

MILWAUKEE, — WISCONSIN.

M. H. ABRAHAM, recently from Rochester, N. Y.,

has had many years practical experience in the

practice of law, and will give the best services

in the practice of law.

LEWIS & KINNARD.

ILLINOIS & CINCINNATI RAILROAD.

RAILROAD & STEAMBOAT LINE.

CHARLES S. BELL.

CIVIL ENGINEER, SURVEYOR AND

REAL ESTATE AGENT.

ROOM NO. 8, KNEELAND'S BLOCK,

MILWAUKEE, — WISCONSIN.

CHARLES S. BELL.

RAILROAD & STEAMBOAT LINE.

CHARLES S. BELL.

RAILROAD & STEAMBOAT LINE.